

**2015 APPROVED
WORK PLAN AND MEETING SCHEDULE
for the
TRANSPORTATION INFRASTRUCTURE REVENUE SUBCOMMITTEE**

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Work Plan

The New Mexico Legislative Council created the Transportation Infrastructure Revenue Subcommittee on April 27, 2015 to identify current and new sources of revenue and develop recommendations to meet the needs of New Mexico's businesses and residents for transportation infrastructure.

During the 2015 interim, the Transportation Infrastructure Revenue Subcommittee proposes to review and discuss the following topics, as time permits:

- A. transportation planning and infrastructure needs within the state, including:
 - (1) the costs to meet the maintenance, reconstruction and expansion needs for the state highway and road system, with particular examination of:
 - (a) the structural integrity of New Mexico's highways and bridges;
 - (b) the possible expansion of road systems needed to meet infrastructure demand in oil-producing areas;
 - (c) the condition and safety of rural roads and highways and whether increased summer rain creates a need for a change in road design or maintenance cycles; and
 - (d) the findings from the Department of Transportation (DOT) during its development of a long-range road and highway plan;

- (2) the need and costs to maximize job creation and economic growth at intermodal freight rail centers, including:
 - (a) the possible benefits and challenges of a north-south connector road from the Santa Teresa port of entry to Las Cruces and the initial planning required;
 - (b) the impact of anticipated intermodal freight rail installations in McKinley County; and
 - (c) review of the efficacy of the freight rail tax incentives previously enacted into law;
- (3) incentives used by other states to promote combined land use and transportation planning at local and regional levels to meet changing demands;
- (4) technological advances such as "smart" traffic systems to decrease congestion and commuter times;
- (5) the condition of New Mexico's general aviation airports, particularly with regard to emergency response needs;
- (6) the airspace market in New Mexico and the economic effects of rapidly rising costs for airspace agreements; and
- (7) acquisition costs for rights of way for proposed corridors such as Paseo del Volcan in Bernalillo and Sandoval counties and the West Loop in Dona Ana County;

B. funding mechanisms and debt challenges, including:

- (1) the benefits of rededicating certain fuel tax and other "user fee" receipts that have been diverted to other accounts back to road maintenance and construction programs;
- (2) the methods recently implemented by other states to raise transportation funds — looking at both the relative success of other states in closing their funding shortfalls and the advantages and disadvantages of single-source funding streams;
- (3) the potential for a strategic plan to use severance tax bond revenues for transportation and other public infrastructure;

- (4) local government apportionments from fuel tax receipts;
 - (5) the benefits and drawbacks of changing New Mexico's weight distance fees;
 - (6) industry-government cost-sharing agreements;
 - (7) the outstanding debt obligations for transportation infrastructure, such as the Spaceport Road and the Rail Runner; and
 - (8) disposition and valuation of DOT assets, properties and utility rights of way; and
- C. the implications of changing federal funding patterns for state transportation infrastructure programs.

**Transportation Infrastructure Revenue Subcommittee
2015 Approved Meeting Schedule**

<u>Date</u>	<u>Location</u>
June 1	State Capitol, Santa Fe
July 1	State Capitol, Santa Fe
August 24	State Capitol, Santa Fe
October 5	State Capitol, Santa Fe
November 3-4	State Capitol, Santa Fe